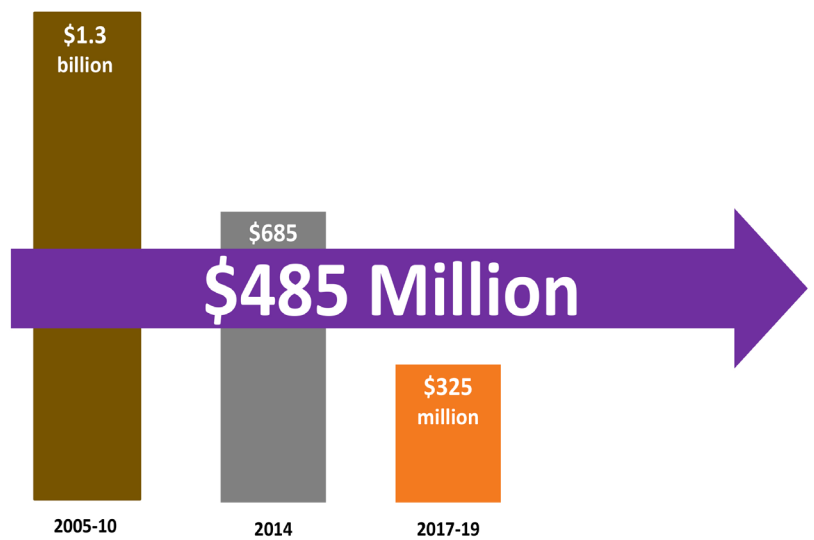
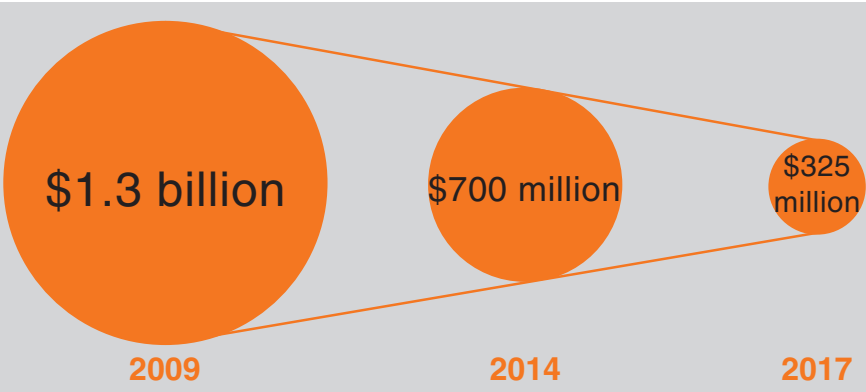


MoDOT’s Declining Revenue

When the budget drops to \$325 million in 2017, it will be the lowest construction budget for MoDOT since 1992.



If Missouri faces a \$325 million construction budget and needs \$485 million just to keep the system functioning, that means MoDOT won’t be able to sustain what it has. Deteriorating bridges that have been repaired or replaced in the past may need to close. It means no more system wide safety improvements like the cable barriers and rumble stripes. It will take every dollar MoDOT can find just to hold the system together.

How Much Does it Cost?

Construction
The average construction costs of a roadway or bridge can fluctuate greatly depending on a number of factors. Roadway construction costs vary due to the type (interstate vs. state route), terrain and number of interchanges and bridges in a project. Bridge construction costs are dependent on the type of bridge and the requirements at the location of the bridge. The charts shown here outline typical, average costs to build or maintain a Missouri highway or bridge.

Average Costs to Build or Maintain Missouri Highways

Cost to Resurface (per lane mile)*		Cost for New Construction (per mile)**	
Major Highway	\$128,000	Two-Lane Highway	\$1.8 million
Interstate	\$160,000	Four-Lane Highway	\$4.6 million

Average Costs to Build or Maintain Missouri Bridges

Cost to Rehabilitate		Cost to Replace	
Minor Bridge	\$325,000	Minor Bridge	\$655,000
Major Bridge	\$15 million	Major Bridge	\$10 - \$250 million

In the last 10 years, MoDOT completed 4,606 projects worth \$12.2 billion, 6.3 percent under budget. Last year, 75 percent of MoDOT’s construction projects finished on time or ahead of schedule.

* Not including shoulders. Includes pavement, traffic control, permanent pavement marking, rumble strips, pavement repair, guardrail and signage.
** Includes grading, drainage, pavement, bridge and all incidental costs.

Maintenance and Traffic Management

It requires \$485 million per year just to keep Missouri’s transportation system in the condition it is in today. That includes keeping highways, bridges, roadsides and rest areas in good condition, striping, snow removal, mowing, litter removal and traffic management.

Average annual maintenance costs for some of these activities over the last five years include:

- Snow Removal** - \$46 million (with 193,000 tons of salt used per winter)
- Mowing** – \$22.6 million
- Litter Removal** – \$5.7 million
- Signals** – Traditional traffic signals cost between \$100,000 to \$150,000 to install, and about \$4,100 a year to maintain.

Signs –Between 80,000-100,000 signs are needed each year to replace existing signs that are worn out or damaged. These signs are produced by private sign fabricators contracted to provide sign manufacturing services for MoDOT maintenance operations. There are approximately 800,000 signs on the state highway system. Costs for these signs vary because they come in many shapes and sizes, but the average stop sign costs \$400 to make and install.

Funding

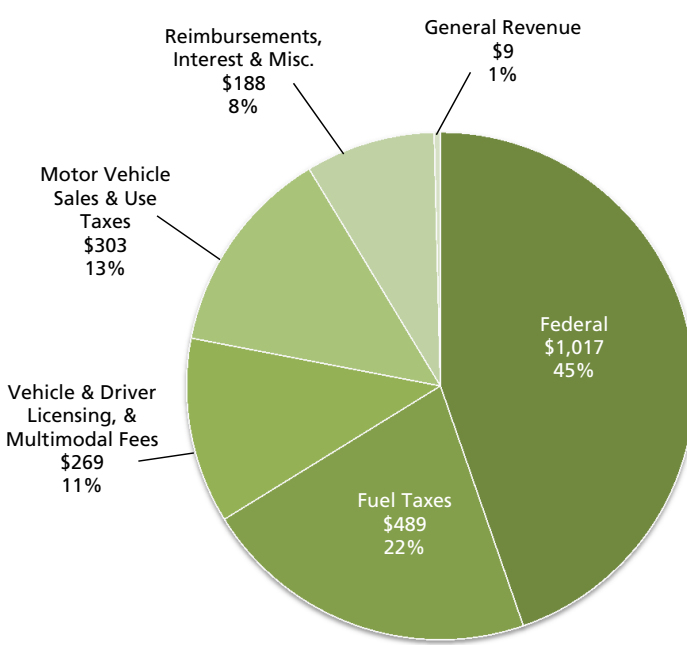
Federal Funding
The largest source of Missouri’s transportation revenue is from the federal government. That is primarily derived from Missouri’s share of the nation’s 18.4-cent per gallon tax on gasoline and 24.4-cent per gallon tax on diesel fuel. It also includes various highway user fees and other grants. The federal fuel tax last changed in 1993.

State Funding
MoDOT also receives revenues from state sources. The largest source of state revenue is from the state’s 17-cent per gallon fuel tax. MoDOT also receives a 9-cent per gallon tax on aviation fuel and a share of vehicle and driver licensing fees, as well as sales and use taxes on motor vehicle purchases and leases. Fuel tax, license fees and motor vehicle sales tax revenue may only be used on the state’s roads and bridges, per the Missouri Constitution.

Current Fuel Tax Rates
The primary funding source for Missouri’s transportation system is fuel taxes. Federal and state revenues are shown in the chart below.

Missouri’s fuel tax rate is among the lowest of its neighboring states, most of which also benefit from other types of funding not available here. Missouri’s fuel tax rate was last increased in 1992, when it was incrementally raised over four years to 17 cents per gallon.

Breakdown of \$2.3 Billion Fiscal Year 2013 Revenues
(Dollars in millions)



Breakdown of \$2.4 Billion Fiscal Year 2013 Expenditures
(Dollars in millions)

